

rats would make for the large quantities, and in fact thousands of dead rats were found among the grain.

In Russian ports the greatest care is used to prevent the landing of rats. Ships from suspected ports are not allowed to touch at the wharves, and when for any reason it is necessary to send a line ashore or to any jetty or lighter they are obliged to place a metal device upon it shaped like a funnel. Then if a rat attempts to walk away on the hoarse he can go no further than this trap. Then he must turn back or fall into the water.—*N. Y. Herald*

TRADE IN 1899.

In the course of a review on trade in 1899, *The Times* says:—

The history of the year 1899 shows several phenomenal records among the general classes of admittedly prosperous trading nations. One or two of these facts are the results of certain years were also eminently successful. But the present situation, quite surpassing their records, and in a few weeks fully 75 to 80 years have elapsed since anything like similar conditions were experienced. The gradual improvements of the past four years have undoubtedly led up to the success of the past year, and concurrent circumstances aiding, every opportunity has been taken to secure the results of the flood tide of prosperity. From several quarters there appear to be indications that the ebullience is nearly in view, but with others looking ahead covering the whole of the present year, production a disposition is naturally shown to indifference about what next year's position may be.

The chief point of satisfaction is in the fact that nearly all the trades have been without any special excitement or unwise speculation. The metal trade, from the extraordinary development of activity giving an impetus to speculation to attempt to profit thereby, has been the principal cause of such operations, in some direction, benefiting the producers, and in others the regular merchants who have an experienced understanding of the whole situation. Another point is the recovery of the position of leading producers in metallic manufacture, both America and Germany having made a great deal of progress, instead of the opposite, as was the case in recent years. The Yorks- shire iron industry having quite overcome the heavy set back caused by the American Dingley Tariff also affords matter for sincere commendation, showing the native determination to persevere either when one door is closed to find another of perhaps equal importance. The textile industry has also overcome its long-endured injury from the competition of protective countries, though it has still to face fresh efforts in the same direction. The cotton trade, the one section of the community outside the general share of prosperity is the cotton trade, the crops having been marked by a low level of prices, while the results of the year have been even less remunerative than usual. A few industries have also had but a small share of the general prosperity, and more numerous undertakings, and falling to attract attention. The withdrawal of armaments for service in the Argentine some instances has tended to check progress, as only unskilled labour has been available to replace those withdrawn. The war in South Africa, being anticipated some months before it was declared, led to some anticipation of a supply of iron and steel to entire stoppage of supplies since hostilities began. On the other hand, Sheffield and Birmingham industries have gained greatly as they have been occupied in providing supplies of material, and several other cities have had a quickening of activity owing to their ability to furnish specialties for Government use.

Some testimony to the soundness of the business situation is shown in the fact that dearer money has as yet very little restricted any branch of trade. The prices of raw produce (excepting metallic) remain at very reasonable levels, so that manufacturers are unhampered in their enterprise. Food products are likewise on a low basis, while the working classes are earning over the average, and the people generally have a greater spending power.

SMOKELESS POWDER AND BLUE GLASSES.

The following letter appears in the *Times*—

Sir,—So much has been said and written of late, in relation to the difficulty of "locating" such of the Boer guns as are loaded with "smokeless" powder, that the word of explanation may not be out of place. Except at night, the "flash" of the explosion of such powder is practically invisible at the usual distances, the pale blue-tinted flame of each discharge being effectually stopped or masked by the yellow colour of sunshine or ordinary daylight. The flame-colour itself is chiefly due to the presence of the metal potassium in the powder, and is most powerfully exhibited when picrate of potassium, or a nitrated gun-cotton (pyroxaline or trinitro-cellulose) subsequently treated with a solution of nitrate of potassium (i.e., nitre or saltpetre) is an ingredient in the powder.

But such explosion-flames can be readily seen if care be taken to cut off all light proceeding from the red and yellow rays of the solar spectrum, and especially those of or near the so-called D line of the sodium flame. This can be accomplished by looking through a piece of blue glass of a certain shade.

The blue glass of commerce is of two kinds, but only one of them—viz., that coloured by oxide of cobalt—is of any practical utility for the present purpose. It is of a beautiful blue-violet tint, and a disc of it hung in front of a good field glass will enable a "smokeless" flash to be easily "located" at the longest ranges yet employed. This is not a motor-car occasion—as has been suggested in one quarter—to "send to America for violet glasses," there being plenty of excellent cobalt-glasses in this country. Most of the blue bottles in which poisonous preparations are put up by druggists are made of the cheaper kind of glass which is of little use; but sometimes a clear cobalt-coloured bottle can be met with in a dispensary, and a broken piece of one might thus come in handy. Puffing cobalt-glass, there is yet—as the cookery books would put it—"another way."

Amongst the ordinary coal-tar colouring matters is one commercially known as "Hofmann's violet." This is soluble in spirit, and with such a solution it is easy to colour this sheet of gelatine or mica. But a better plan is to take out the "front combination" lenses of your field-glass and to "paint" the posterior surface with the transparent dye and then replace it. The instrument will then show the "invisible flash" of a potassium flame perfectly without the trouble of adjusting a separate piece of cobalt-glass, and being inside the film of colour is not liable to be wiped off when dusting the exterior before using it.

Trusting that these little practical hints may be of service.

I remain, Sir, yours obediently,
W. L. LACKEY, Lecturer on Chemistry and Physics, Lecturer on Public Analyst for Counties of Derby, N. Stafford, Glamorgan, &c.
Chemical and Physical Laboratories, Little Lifford, Essex, Jan. 2.

THE GERMAN EMPEROR AND THE NAVY.

BERLIN, January 4th.

The speech made by the Emperor on New Year's Day before the officers of the Berlin Garrison is severely criticized by the *Kölnische Volkszeitung* in an article entitled "Isa Conflict on the Navy Question in Sight?" The leading organ of the Clerical party deals with that passage of his Majesty's speech in which he announced his intention of carrying through the work of reorganizing the navy in the same way as his grandfather had laboured for the army. The *Berliner Neueste Nachrichten* has described this passage as "a word of salvation in the navy question." To this the Clerical organ retorts that on various occasions during the last few years it has been maintained that the Emperor had spoken the "word of salvation" and yet events had turned out differently. During the last 12 months the utterances of the Emperor in favour of the "Penal Servitude" Bill and the Canal Bill had been greeted in the same manner, and yet had failed to produce the desired effect even upon the Conservatives.

The Rhenish Clerical journal calls attention to the fact that the Emperor speaks of carrying through the reorganization of the navy "in the same manner" as William I. carried through his schemes for the army. But William I. carried through the reorganization of the army against the will of the representatives of the people, and without their consent, which was described by the Constitution. Is the increase in the strength of the navy to be carried through "in the same manner," if necessary? The *Kölnische Volkszeitung* points out that a "conflict" in a federation like the German Empire is a very different thing from a "conflict" in a single independent State such as Prussia was at the time of the struggle over the army reorganization. For a "conflict" as for a dissolution, the consent of the Federal Council is required, and the Clerical organ does not believe that the Sovereign and Government of Germany are so enthusiastic for the navy that they would at all disregard the interests of the Empire.

The *Frankfurter Zeitung* says that the increase in the fleet desired by the Emperor is much greater than that advocated by the responsible Ministers. His Majesty spoke of a navy "fitted to stand by the side of my land forces," which would imply the intention to create a fleet of the first rank, equal, if not superior, to that of England. From this it would follow that the Navy Bill which is now announced is only the precursor of the real great navy scheme.

ST. PETERSBURG, Jan. 3rd.

The New Year's speech of the German Emperor to the Berlin garrison rings a jarring discord with the rosy prospects of international peace and universal amity set forth in yesterday's number of the Russian diplomatic organ, the *Journal de St. Petersburg*, as the anticipated results of all the Powers having signed the acts of the Conference at The Hague. Only six months after the work of that august assembly the power of the sword is again proclaimed to the world by the war lord of Germany, and the hopes of seeing the new century inaugurate a new era in the settlement of international disputes again receive a severe shock. Such is the comment of a Russian journal, the *Novoye Vremya*, while other papers treat the speech of the Emperor William in conjunction with that of President Loubet in Paris.

The *Novoye Vremya* considers that these two speeches complete each other, having regard to the different positions of the two countries to which they respectively refer, and that the one made in Berlin is no more threatening to peace than the one delivered in the French capital. The *Novoye Vremya* says the international circumstances in which the works of the Emperor William have been spoken give them special importance and the character of a demonstration in connection with his Majesty's determination to have a strong navy. It thinks that speech is intended particularly for English ears, especially for those politicians across the Channel belief that Germany sets store upon establishing an alliance with the United Kingdom. The Emperor makes it clear that his attitude towards present events in South Africa would be quite other than what it is if he now possessed a sufficiently numerous and powerful fleet.—*Times* Cor.

MARK TWAIN'S BOER.

Mark Twain gives elaborate calculations, based on the last Boer war and the Jameson Raid, as to the number of Englishmen and guns and rounds of ammunition necessary to kill one Boer. This is part of the argument:

Let us now examine history, and see what it teaches. In the four battles fought in 1881 and the two fought by Jameson, the British were in killed, wounded and prisoners, was substantially 1,300 men; the Boer loss, as far as is ascertainable, was about 30 men. These figures show that there was defeat somewhere. It was not in the absence of courage. I think it lay in the absence of discretion. The British should have done one thing or the other: discarded British methods and fought the Boer with Boer methods; or augmented his own force until—using British methods it should be large enough to equalise results with the Boer.

To retain the British method requires certain things, determinable by arithmetic. If, for argument's sake, we allow that the aggregate of 1,715 British soldiers engaged in the four early battles was opposed by the same aggregate of Boers, we have this result: the British loss of 700 and the Boer loss of 28 argues that in order to equalise results in future battles you must make the British force 30 times as strong as the Boer force. Mr. Garrett shows that the Boer force immediately opposed to Jameson was 2,000 and that there were 6,000 more on hand by the evening of the second day. Arithmetic shows that in order to make himself the equal of the 8,000 Boers, Jameson should have had 240,000 men, whereas he actually had 530 boys. From a military point of view backed by the facts of history, I conclude that Jameson's military judgment was at fault.

Finally, says Mark Twain: If I could get the management of one of those campaigns, I would know what to do, for I have studied the Boer. He values the Bible above every other book. The most delicious edible in South Africa is "billywig." You have seen it mentioned in Olive Schreiner's books. It is what our plainest can "jerked beef." It is the Boer's main stand-by. He has a passion for it, and he is right.

THE FRENCH PRESS AND THE WAR.

PARIS, January 4th.

The *Figaro*, which has sought hitherto to maintain a fair and unbiased attitude, publishes to-day a letter from M. Eugene de Haupeck, a Russian engineer officer, whose sympathies of disaster for General Roberts and his army would be more discouraging if he did not end up with one of the maddest notions which have come to the light since the war began, although that it will be admitted, is saying a good deal. "General Jaubert," says the Russian officer, "is ill. Who is in command during his convalescence? We have no knowledge of his head." But in the irreparable organization of this army, in the cool, mathematical certainty of its movements, my soldier's soul feels the presence of an iron hand, and I should not be surprised to learn one day that the head which guides this hand is to be found at Potsdam, and that it is in the calm of the Potsdam Cabinet that the strategic movements are studied which, through the Delagata Bay cable, have destroyed some thousands of Englishmen, and may destroy the army of General Roberts. But I am a soldier, and politics do not concern me."—*Times* Cor.

The *Niche* says it has received on the occasion of the New Year's numerous congratulatory messages from its readers on its articles regarding the Transvaal. The article on the war which appears in its columns this morning concludes as follows:— "It was the Boers who prepared and wished for the war in the hope that they would realize their programme of 1880—namely, Africa for the Afrikaners, from the Zambesi to Simon's Bay. Should they succeed, what benefit would be obtained thereby by the natives, whom they have always treated so harshly, by the Cape Afrikaners, who at the present moment have the government of the Cape Colony in their hands, by the shareholders in the gold mines, and by civilization generally?"—*Kent*.

GENERAL TUCKER AND MACDONALD.

PAST RECORDS.

The following are the records of Major-General Tucker, who was recently appointed to the command of a division at the Cape, and his predecessor, General Hector Macdonald, who succeeds Major-General Wauchope in the command of the Highland Brigade.

Colonel Hector Archibald Macdonald, D.S.O., is forty-six years of age. He obtained his commission in the Army in January, 1860, after having served between nine and ten years in the ranks. He received his captaincy in January, 1868, was made Major in July, 1891, lieutenant-colonel in November, 1895, and received his brevet of colonel in November 1898. From June, 1882, to April, 1883, the gallant Colonel was employed with the Egyptian Campaign, and from May, 1888, to July, 1890, he was employed with the Egyptian Army. He holds the rank of Brigadier-General, India. Colonel Macdonald's war services consist of the following:—

Afghan War, 1879-80. Affair of Karatiga; action of Chamanish and subsequent pursuit; final occupation of Kabul. Expedition to Maidan, operations between to and 23 Dec., 1879, and action of 23 December. Action of Chitlikhikan. March from Kabul to relief of Kandahar; reconnaissance of 31 August and battle of 1 September. Medal with 3 clasps; bronze star. Promoted to second lieutenant.

South African War, 1880-1. Transvaal campaign. Battle of Amoyaba Mountain. Indian Expedition, 1885-86. N. E. Garrison adjutant at Assiout from 22 January to 5 June, 1885.

Soudan, 1888-91. Action at Gamaiah; 3rd class Medal. Action of Tosti. Two clasps. D.S.O. Capture of Tokar, February 18, 1891. 3rd class Osmanli; clasp to bronze star. Expedition to Dongola, 1896. Commanded Egyptian brigade; brevet of Lieutenant-Colonel.

Nile Expedition, 1897-98. In command of an Egyptian brigade. Nile Expedition, 1898-99. In command of an Egyptian brigade, Battle of Khartoum. A.D.C. to the Queen with brevet of Colonel.

Major-General Charles Tucker was born in December, 1832, and entered the army in November, 1852. He was made lieutenant two years later, captain in May, 1860, major in November, 1872, lieutenant-colonel in July, 1879, colonel in July, 1883, and major-general in September, 1893. He was employed on staff service as colonel on the staff, Natal, from August, 1891, to September, 1893, as brigadier-general, Natal, from September, 1893, to September, 1895, and was appointed Major-General, India, in December, 1895. Major-General Tucker served in the Boer campaign in 1895-96, and received a medal with clasp, and through the South African War, 1898-99, in the operations against Sekukuni, Zululand Campaign, 1899. Action of Intombi River and battle of Ulundi. For these services he received a medal with clasp and was made a C. B.

PORTUGAL'S ATTITUDE.

LISBON, January 3rd.

In the House of Peers to-day, the Minister for Foreign Affairs, replying to a question regarding the war in South Africa, declared that the course taken by Portugal was to see that neither of the belligerent forces found help or support at Lorenzo Marques. He had received no information of the transit of men or material for the war, and any contravention of their orders by the officials would be duly punished. The Minister added that Portugal had no reason to doubt the loyalty and correct conduct of Great Britain.

In reply to another question, the Foreign Minister declared, first, that there were only two attitudes in presence of an armed conflict—that of those who took part in it and of those who did not take part in it; second, that Portugal was not taking part in it and there were precedents for not declaring neutrality; third, that the Anglo-German Treaty was between two foreign nations, and that Portugal had received from the two nations, as had already been stated in the Cortes, the most categorical declarations of respect for her sovereignty; fourth, that Portugal could make no treaty without the cognisance of the Cortes.—*Times*.

THE PARIS EXHIBITION.

[Special Telegram to the Progress.]

The workmen employed in erecting the buildings for the Paris Exhibition have gone out on strike, and all works in connection with the Exhibition are at a standstill. This action is believed to have been instigated by the Royalist Party, who are endeavoring to make the Exhibition a failure. The strike is causing serious inconvenience to the directors of the Exhibition and some alarm to the French Government.

SAD ACCIDENT IN BELGIUM.

Upwards of 40 school children were drowned on December 22nd in an ice accident at Frelinghem, Belgium, near the French frontier. The school children of the district, it appears from a Brussels dispatch, had been given a holiday, with permission to play on the frozen River Lys. When the mercurial was at its full height, the ice broke suddenly, and the children disappeared. A few were rescued half dead, but the majority were drowned. Thirty-six bodies have been recovered, but the others are still missing. The catastrophe spread consternation through the town, where nearly every family suffered loss.

A DOCTOR ON ABSINTHE.

DISQUIETING STATISTICS.

Dr. Jaquet has communicated to a medical society, writes the Paris correspondent of the *Pull Mail Gazette*, the results of an inquiry on which he has been engaged into the progress of alcoholism in Paris. His facts and figures are of the most disquieting character, and only too fully bear out the information derived from other sources as to the ravages caused by the incredibly rapid increase in the consumption of intoxicating drinks in the capital.

Dr. Jaquet's observations bear more particularly on the patients treated in the Paris hospitals. Out of 4,774 cases personally investigated by the eminent physician, 1,405, or 29.6 per cent., were found to be persons who habitually drank to excess and whose malady, if not directly ascribable to alcohol, had been greatly aggravated by the abuse of stimulants. Moreover, Dr. Jaquet is convinced that the percentage given ought in reality to be higher. The patients are especially noticeable in the case of women, who, even when confirmed toppers, stoutly maintain that they are models of sobriety. A striking feature of the situation is that the proportion of drunkards greatly augments when only the more serious cases treated in the hospitals are considered. Calculated on this basis the percentage of inebriates rises to 46.

The perhaps unparalleled facilities for obtaining drink that exist in Paris, and the practice, rapidly becoming universal, of taking *apertifs*, or appetisers, before meals, are considered by Dr. Jaquet to be among the principal causes of the alarming growth of the principal classes of inebriates, in particular those of the lower classes, are especially influenced to join the ever-increasing army of tipplers by the fact that the temptation to indulge in stimulants meet them at every turn. A great number of small tradesmen, especially grocers and coal merchants, add to their income by selling intoxicants. Servants and others can thus obtain drink without frequenting the bars or wine-shops they would be ashamed to enter. Chemists, too, are capital offenders. They have taken advantage of the vague acquired by certain much-advertised strengthening wines or "quinquinas," to push the sale of similar products of their own manufacture. Dr. Jaquet affirms that they often persuade their customers to take one of these concoctions, which are merely strongly alcoholised wines sweetened with an admixture of kola, in the place of prescriptions ordered by a doctor.

But the craze for appetisers is more deadly still. It has spread to all classes of society, while the drinks swallowed under this pretext—absinthe, vermouth, and the various "biters"—are the most pernicious forms of alcohol in existence. The increase in the consumption of absinthe, the most deleterious of all these poisons, among the working classes is appalling. Many workmen have now reached the pitch of drinking absinthe with their meals as well as taking it when they get up in the morning and before lunch and dinner. Dr. Jaquet is of opinion that the habitual taking of absinthe is responsible for much of the morbid irritability displayed by Frenchmen at the present day.

SHIPPING REPORTS.

Captain Blaxland, of the steamship *Esmeralda*, from Manila, reports strong N.E. winds and heavy sea throughout the passage.

Captain J. B. Jackson, of the steamship *Loosok*, from Bangkok, via Anzong, reports:—Experienced strong N.E. winds and high sea, increasing to a gale from N.E. on passing the Paracel Islands.

Captain A. E. Hodgins, of the steamship *Hainan*, from Tamsui, Amoy and Swatow, reports:—Tamsui to Amoy fresh N.E. monsoon and foggy weather. Amoy to Swatow fresh N.E. monsoon and thick dry weather. Swatow to Hongkong fresh N. to N.E. winds and dark cloudy weather. Vessels in Amoy—*Cheng-chew* and *Hueting*. In Swatow—*Chihli*, *Shengking*, *Taiwan*, and *Wingsang*.

NOTANDA.

CALENDAR.

FEBRUARY.
Meteorological means based on fifteen years' observations to 1898.

Barometer 30.141
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TO-DAY.

WEATHER REPORT.
On date at On date at
10 a.m. 4 p.m.
Barometer 30.46 30.33
Temperature 50 51
Humidity 35 42
Rainfall

TO-DAY.

Tuesday, 6th February, 1900.
Chinese—7th of 1st moon of 26th year of *Kuang-sui*.
Sun—Rises 6hr. 40min.
Sets 5hr. 45min.
High water—Morning 1hr. 35min.
Afternoon 4hr. 40min.
Low water—Morning 6hr. 50min.
Afternoon 10hr. 15min.

ANNIVERSARIES.

1685—Death of Charles II.
1792—Battle of Seringapatam.
1838—Sir Henry Irving born.
1840—The Spanish Envoy Falcon arrived at Macao to demand satisfaction from the Chinese for the burning of the Spanish brig *Bibiano*.
1896—Residents appointed to the Federated Malay States.
1897—Persons on relief in India numbered 2,467,000.

TO-MORROW.

Wednesday, 7th February, 1900.
Chinese—8th of 1st moon of 26th year of *Kuang-sui*.
Sun—Rises 6hr. 39min.
Sets 5hr. 40min.
High water—Morning 1hr. 35min.
Afternoon 4hr. 40min.
Low water—Morning 6hr. 50min.
Afternoon 10hr. 15min.

ANNIVERSARIES.
1812—Charles Dickens born.
1843—The *Catalina*, the first Hongkong built vessel launched.
1856—Annexation of Oude.
1868—The *Theresa* taken by coolies 62 days after her departure, the officers and crew killed.
1878—Pius IX. died.
1894—The steamer *St. Asaph* sunk by the steamer *Hangchow* off Breaker Point; all hands lost.
1897—Disturbances in Crete became serious.
1898—Great fire at Manila, estimated loss \$2,000,000.
1898—Strike of Officers of the British Indian Steamship Co. commenced.

AGENDA.

TO-DAY.
Ocean Steamship Co.'s steamer *Mendana* leaves for London.
Cargo ex *Bremer* subject to rent.

TO-MORROW.
Noon—Ninth Annual Meeting of the Hongkong Ice Co., Ltd. at Messrs. Jardine, Matheson & Co.'s offices.
4.30 Football—H. K. F. C. (A) v. Sergeants of R. W. F.

Cargo ex steamer *Chusan* subject to rent.
Cargo ex steamer *Tienhai* subject to rent.
Cargo ex steamer *Radnorshire* subject to rent.

H.K.V.C. ORDERS.
5.30 p.m.—Company Drill for recruits of all units.

THURSDAY, 8th.
Noon—Extraordinary meeting of the China Provident Loan and Mortgage Co.'s Messrs. Sheehan, Tomes & Co.'s offices.

H.K.V.C. ORDERS.
5.30 p.m.—Trumpeter's class.
4.30 p.m.—Range Finding class.

5.30 p.m.—F. B. Gun Drill at Kowloon Docks.
5.30 p.m.—A. B. and C. Co.'s Gun Drill at East Point.

3 p.m.—E. C. Co.'s Electricians, Electric Light run at Lyman Launch leaves S. M. Pier returning at 6 p.m.

FRIDAY, 9th.
Daylight—N. Y. K. steamer *Hitchi Maru* for Europe.
Austrian Lloyd's Steam Navigation Co.'s steamer *Trieste* leaves for Fiume and Trieste.

SATURDAY, 10th.
N. P. R. steamer *Glenage* leaves for Victoria, B.C. and Tacoma.
(About) C. & O. steamer *Carmarthenshire* leaves for San Diego and Frisco.

SUNDAY, 11th.
(About) N. L. H. A. steamer *Holatia* leaves for Havre and Hamburg.
(About) S. & T's New York Line steamer *Queen-Eleanor* leaves for New York.

MONDAY, 12th.
3.00 and 3.15 p.m.—Auction Sale of Crow Lands, Wanchai Road and Queen's Road East, at H. V. L. Offices.
4 p.m. N. Y. K. steamer *Idemaru* leave for Victoria, B.C. and Seattle.

9 p.m.—Amateur Dramatic Club, "Yeoman of the Guard" at the City Hall.

TUESDAY, 13th.
Noon—O. & O. steamer *Gaelic* leaves for San Francisco.
Noon—C. N. steamer *Tsinan* for Australia.
N. P. R. steamer *Aberdeenshire* for Portland Oregon.

SHIPPING AND MAIL NEWS.

German (*Sachsen*) to-morrow.
German (*Bayern*) to-morrow.
Australian (*Australasia*) 12th inst.
American (*Hongkong Maru*) 12th inst.

American (*Algon*) 20th inst.
Canadian (*Empress of Japan*) 23rd inst.
American (*China*) 24th inst.
American (*Doric*) 1st prox.

The H. A. L. steamer *Savona*, from Hamburg, left Singapore for our port on the 6th inst., and may be expected here on or about the 12th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isla de Cuba at Kowloon Dock.
Isla de Luzon " "
Kueyung " "
U.S.S. Monadnock " "
U.S.S. Iris " "
Empress of India " "
Winghoi " "
Hongkong " "
Trafalgar " "
D. Juan d'Austria Cosmopolitan

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Daphni " "
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Entertainment.

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB
WILL GIVE
FIVE PERFORMANCESOF
THE YEOMEN OF THE GUARD,
OR
THE MERRYMAN AND HIS MAID,
BY
W. S. GILBERT & ARTHUR SULLIVAN,
ONMONDAY, 12th February.
THURSDAY, 15th "
SATURDAY, 17th "
SATURDAY, 24th "
MONDAY, 26th "Commencing each Evening at 9 P.M. precisely.
Dress Circle and Stalls \$3
Pit 1
Half-price to the Pit for Soldiers, Sailors,
and Police in Uniform.TICKETS can be obtained at the Booking
Office of the Theatre, City Hall, on and after
MONDAY, the 5th February, at 10 A.M.The Booking Office will be OPEN Daily
from that Date from 10 A.M. to 4 P.M. except
on Race Days, when it will be open from 10
A.M. to 12 NOON.Late Trains will run 1 hour after the fall of
the curtain.H. C. NICOLLE,
Acting Manager.

Hongkong, 29th January, 1900. [122b]

For Sale.

FOR SALE.

PARTIALLY DECKED CENTRE
BOARD YACHT *GENIE*. Length
over all 60' 6". Water Line 17' 3". Beam 5'.
All Lead Ballast. At present in cruising order.
For Particulars, apply to

"N."

Hongkong, 26th January, 1900. [116b]

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown
Land by Public Auction, to be held at the
Offices of the Public Works Department, on
MONDAY,the 12th day of February, 1900, at 3 P.M.,
are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.Colonial Secretary's Office,
Hongkong, 27th January, 1900. [148b]Particulars of the letting by Public Auction
Sale, to be held on Monday, the 12th day of
February, 1900, at 3 P.M., at the Offices of
the Public Works Department, by Order of
His Excellency the Governor, of One Lot of
CROWN LAND, at Wanchai Road, in the
Colony of Hongkong, for a term of 75
Years, with the option of renewal at a CROWN
RENT to be fixed by the Surveyor of Her
Majesty the Queen, for one further term of
75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurement	Contents in Square Feet	Annual Rent	Upset Price
1	Wanchai Road	100' 0" x 100' 0"	10,000	\$250	\$2,500

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown
Land by Public Auction, to be held at the
Offices of the Public Works Department, on
MONDAY,the 12th day of February, 1900, at 3 P.M., are
published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.Colonial Secretary's Office,
Hongkong, 27th January, 1900. [149b]Particulars of the letting by Public Auction
Sale, to be held on Monday, the 12th day of
February, 1900, at 3 P.M., at the Offices of
the Public Works Department, by Order of
His Excellency the Governor, of One Lot of
CROWN LAND, in the Colony of Hongkong,
for a term of 21 Years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurement	Contents in Square Feet	Annual Rent	Upset Price
1	Queen's Road East	50' 0" x 50' 0"	2,500	\$125	\$1,250

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON,
1900.

NOTICE.

THE Undermentioned Vessels will sail from
CHINA DIRECT
FOR
MARSEILLES, PLYMOUTH
AND
LONDON.

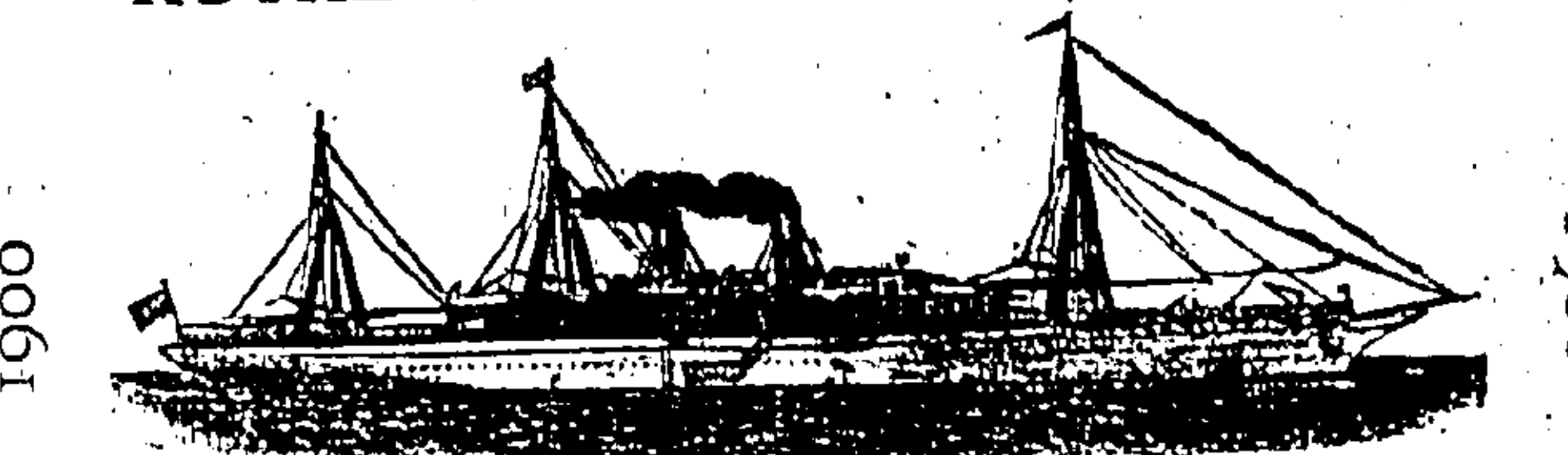
WITHOUT TRANSSHIPMENT.

STEAMERS.	Shanghai	Hongkong	Spore
Parramatta	4806	Mar. 27	Mar. 31
Massilia	5026	April 10	April 14

For Freight or Passage, apply to
H. A. RITCHIE,
Superintendent, Hongkong.

4th December, 1899. [23]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 14th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street.

Hongkong, 17th January, 1900. [13]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Glenogle... 3,750 | R. D. Jones | Feb. 10

ALSO

FOR PORTLAND, OREGON,
IN CONNECTION WITHOREGON RAILROAD AND NAVIGA-
TION COMPANY.

Aurgetide... 3,777 | J. Murray... | Feb. 13

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.Excellent accommodation. First-class Ta-
bles. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.For further information apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 30th January, 1900. [14]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.

Carmarthenshire... 2,920 | about | Feb. 10

Belgian King... 3,379 | about | Feb. 21

Thyra... 3,405 | about | Mar. 6

Lady Jockey... 3,406 | about | Mar. 31

THE Steamship

"CARMARTHENSIRE,"
will be despatched for SAN DIEGO and
SAN FRANCISCO, VIA KOBE, YOKO-
HAMA and HONOLULU, on or about
SATURDAY, the 10th February.Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Perishable packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same if required.Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 22nd January, 1900. [28]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Tuesday, 13th Feb.,
at Noon.Doric (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 10th Mar.,
at Noon.Capitic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Thursday, 5th April,
at Noon.

THE Company's Steamship

"GAELIC,"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on TUESDAY, the 13th February, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Passengers who have paid full fare, re-em-
barking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.J. S. VAN BUREN, Agent.
Hongkong, 22nd January, 1900. [2a]THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CENTINENTAL and
AMERICAN PORTS.)

THE Steamship

"BENGAL,"
Captain S. Barcham, carrying Her Majesty's
Mails, will be despatched from this Port for
BOMBAY, &c. on SATURDAY, the 17th
instant, at Noon, taking Passengers and Cargo
for the above Ports.Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transshipment.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 2nd February, 1900. [15]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU... Thomas Tibbals	KOBE (DIRECT)	THURSDAY, 8th Feb., at 4 P.M.
SAN MARU... W. Thompson	KOBE and YOKOHAMA	THURSDAY, 8th Feb., at 4 P.M.
HITACHI MARU... R. C. Tod	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 9th Feb., at Daylight.
IZUMI MARU... M. J. Currow	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI (WOSUNG), KOBE and YOKOHAMA	MONDAY, 12th Feb., at 4 P.M.
WAKASA MARU... J. B. MacMillan	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 23rd Feb., at Daylight.
KASUGA MARU... E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 23rd Feb., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 6th February, 1900. [16]

NORDDEUTSCHER
LLOYD.(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)HAMBURG-AMERIKA
LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HOLSTATH	HAVRE and HAMBURG.	14th February.
Bahle	(LONDON with transshipment in HAMBURG)	Freight.
Alesia	BORDEAUX, HAVRE & HAMBURG.	About 4th March.
Knuhl	(LONDON with transshipment in HAMBURG)	Freight.
VOVOA	HAVRE and HAMBURG.	About 16th March.
ASTORIA	(LONDON with transshipment in HAMBURG)	Freight and Passage.
Ilse	NEW YORK.	About 18th March.
Hildebrandt	(via SUEZ CANAL.)	Freight.
SAKONIA	HAVRE and HAMBURG.	About 31st March.
Krech	(LONDON with transshipment in HAMBURG)	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 14th April, at Noon.

THE Steamship

"HONGKONG MARU,"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU,
on THURSDAY, the 22nd February, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained upon application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
1/4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 4 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.J. S. VAN BUREN, Agent.
Hongkong, 27th January, 1900. [2]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Alcoa (via Moji, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 1st March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 3rd March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th March, at Noon.

(* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALCOA,"
will be despatched for SAN FRANCISCO,
via MOJI, KOBE and YOKOHAMA on or
about THURSDAY, the 1st March, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained upon application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
1/4 in addition to the regular tariff rate.Passengers holding Orders FOR OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 4 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.J. S. VAN BUREN, Agent.
Hongkong, 18th January, 1900. [13]

Entimations.

THE PUNJOM MINING COMPANY,
LIMITED.NOTICE is hereby given that at a
MEETING of the Board of Directors
of the Company, held at the Company's Office,
No. 9, Praya Central, Victoria, Hongkong,
on Monday, the 29th day of January, 1900, the
following Resolution was passed—
That a CALL of One Dollar per Share upon
all the holders of Ordinary Shares in the
above Company in respect of all the Shares
held by them in the above Company be
and the same is hereby made. Such Calls
to be paid to the Company at their Bankers,
the HONGKONG AND SHANGHAI BANKING
CORPORATION, at their Premises, Queen's
Road Central, Victoria, Hongkong, on or
before the 3rd day of March, 1900.And Notice is also given that in accordance
with Article 24 of the Company's Articles of
Association, interest will be charged as from
the said 3rd day of March, 190

